

## Panama Canal Regulations

## § 105.7

Pilot Handbook, Limon Bay Chart, may proceed to sea without a Panama Canal Pilot on board. All such vessels, prior to getting under way, must obtain permission to depart from the Cristobal Signal Station.

(d) Whenever the Administrator finds there is a critical shortage of certified Panama Canal pilots available for movement of vessels in Canal waters, he may suspend the rule on compulsory pilotage set out in paragraph (a) of this section. The Administrator shall impose such conditions upon the suspension of the rule, with respect to any given vessel, as are reasonable and appropriate to protect human life and property and to safeguard the facilities of the Panama Canal.

[46 FR 63182, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982, as amended at 51 FR 36011, Oct. 8, 1986; 55 FR 11909, Mar. 30, 1990]

### **§ 105.2 Exemptions from compulsory pilotage.**

The following vessels are exempt from compulsory pilotage, except when the Canal Operations Captain or his designee considers a pilot necessary; nevertheless a pilot will be furnished any such exempted vessel if requested by the commanding officer or Master thereof:

(a) Local craft such as United States Army and United States Navy mine-sweepers, landing craft, patrol boats and tugs, and Panama Canal Commission tugs and equipment, except as limited by paragraph (c) of this section.

(b) Any vessel that makes frequent calls to Canal waters and whose current officers and crew are, in the opinion of the Canal Operations Captain or his designee, capable, by reason of such frequent calls and otherwise, of safely navigating within Canal waters and are so certified, except as limited by paragraph (c) of this section.

(c) Vessels and craft enumerated in paragraphs (a) and (b) of this section may be permitted to transit the Canal without a pilot when, in the opinion of the Canal Operations Captain or his designee, the current officers and crew have the necessary experience and ability to make safe transit and such transit is specifically approved. Whenever any such vessel or craft makes transit without a pilot, the Canal Operations

Captain or his designee shall dispatch it with a larger vessel carrying a pilot and it shall lock through with that vessel. The Canal Operations Captain or his designee shall control the movements of such vessel or craft through Gaillard Cut so as to minimize the danger of its being a navigational hazard to larger vessels.

(d) Any other vessel or craft as and to the extent exempted by the Marine Director.

[46 FR 63182, Dec. 30, 1981, as amended at 55 FR 11909, Mar. 30, 1990]

CROSS REFERENCE: Vessels passing through locks without pilot aboard, in accordance with this section, to be under direction of Lockmaster, see § 109.7(b).

### **§ 105.3 Vessels in distress.**

A vessel in danger or distress is not prohibited from entering the waters of the Canal any time, but such vessel shall, when practicable, give due notice in advance, by radio or otherwise, and obtain a pilot, if possible. Such vessel shall, except in an emergency, anchor in the designated anchorage area.

CROSS REFERENCE: Merchant-vessel anchorage, see § 101.8.

### **§ 105.4 Pilotage charges.**

Pilotage for vessels in transit through the canal is free, but whenever any vessel requires a pilot for other than transit, it is liable for the applicable pilotage charge.

### **§ 105.5 Pilotage beyond Atlantic breakwater.**

Should a vessel desire a pilot to meet it outside the Atlantic breakwaters, such vessel shall remain there and make signal to that effect.

[31 FR 12292, Sept. 16, 1966]

### **§ 105.6 Status and function of pilot.**

The pilot assigned to a vessel shall have control of the navigation and movement of such vessel.

[31 FR 12292, Sept. 16, 1966]

### **§ 105.7 Status and function of transit advisor.**

Vessels less than 20 meters in length, except those described in § 105.2 (a) and (b), will be assigned a Panama Canal